

### C. A. A. Report Lists Amendment to Law As Objective

Nature of Change Not Announced; Progress of Civil Aviation Cited

The Civil Aeronautics Authority plans to ask Congress for legislation amending the law under which it operates, the C. A. A. disclosed yesterday in its second annual report. The nature of the changes to be requested was not announced. The report emphasized the rapid expansion and "healthy development" of civil aviation in the United States during the fiscal year that ended last June 30. It stated that "the domestic air lines have left far behind the chaotic financial condition which existed" when the C. A. A. came into being in August, 1938.

**Cites Mileage Increase.** Among the accomplishments the C. A. A. points to is the addition of 4,496 miles to the domestic airways. During the fiscal year 1940, 99,126,719 miles were flown and 2,223,319 revenue passengers were carried by airlines of the United States. This was 22,732,003 miles more than the year before and 841,896 more passengers.

Operating profits for the airlines jumped in 1940 to \$6,150,599.03, an increase over the preceding year of \$4,751,717.82.

United States carriers flew a total of 8,649,694 miles in foreign and territorial operations, although in all but two months in fiscal 1940 the European war was presenting problems for American international flying.

**Atlantic Service Begun.** In the foreign field between July 1, 1939, and June 30, 1940, United States air carriers inaugurated service across the Atlantic, carrying 1,888 passengers, 181,163 pounds of United States mail and 131,147 pounds of foreign mail. Service to Alaska, between Seattle and Juneau, was begun, and service across the Pacific from San Francisco to Auckland, New Zealand, was authorized.

In the field of safety regulation, the C. A. A. reported, the National Safety Council commended the authority's work. Seven regional offices were maintained throughout the country and a state co-ordinator was appointed to establish a liaison between the Federal Government and the State agencies.

### President of Argentina Hits Congress Radicals

**By the Associated Press.** BUENOS AIRES, Jan. 17.—Acting President Ramon S. Castillo demanded an end to "obstructionist" tactics yesterday in a sharply-worded note to the Argentine Congress, where the Radical party majority in the Chamber of Deputies had refused to pass the 1941 budget and other financial measures.

Political observers saw in the message a strong hint that Castillo was considering closing the extraordinary session of the Congress and ruling the nation through administrative decrees unless the opposition co-operated on legislation.

### Pursuit Squadron For Colored Flyers Planned by Army

400 Enlisted Men Would Form Ground Force For 33 Pilots

Plans for forming a colored pursuit squadron in the Army Air Corps next month were announced late yesterday by Undersecretary of War Patterson.

With many colored pilots now available, he disclosed it is proposed to give flying instruction at Tuskegee Institute in Alabama. When finally organized, the pursuit squadron will have a normal complement of 33 pilots, 27 planes and around 400 enlisted men constituting the ground force.

The enlisted men will be chosen from Negro soldiers now in service and will receive their initial training at Chanute Field, Ill. After some months of training, Mr. Patterson said, they will be sent to Tuskegee for additional instruction.

**Field at Tuskegee.** The Army is to establish an aviation field at Tuskegee, he said, for the special training of colored aviators. The formation of this aviation unit is in accordance with the policy of the War Department. It was explained, of having separate Negro units eventually in every branch of the Army. There is already a Negro field artillery regiment at Fort Sill, Okla., the only one in the Regular Army. There are Negro troops in the cavalry.

Plans are being considered, Mr. Patterson said, to form a Negro

tank unit from enlisted men in the armored division.

It was estimated the training of the new pursuit squadron would take from one year to a year and a half, the normal period before a squadron of this kind is ready for active service.

The pilots will be selected from Negroes who have completed the training program of the Civil Aeronautics Authority. Such men are

eligible to enter the basic course given flying cadets at the Army's Air Corps schools.

The War Department has received many applications from Negroes for service in the Air Corps as well as other branches. Applicants for enlistment in the pursuit squadron must be high school graduates and undergo all normal tests of the Air Corps.

There will be no actual limit on

the number of applications for training in the first colored flying unit. As Mr. Patterson explained, the Air Corps always starts with a high number of cadets. "It is a case of many being called but few chosen" by the end of the training period, he explained.

Government regulations of wheat have caused bread prices to soar in Argentina.

### Menuhin, High in Draft, 'Will Be Happy to Serve'

**By the Associated Press.** FORT WAYNE, Ind., Jan. 17.—Yehudi Menuhin, 24-year-old concert violinist, who has been rated class 1 in the draft, says he will be happy to serve.

Mr. Menuhin's wife called from New York City after his arrival here for a concert tonight to tell him

that his local board at Los Gatos, Calif., had given him a class 1 rating.

"If my country needs me, I shall be glad to serve," he told newsmen. "Of course, I shall be happy to do my bit."

Board members granted Mr. Menuhin a 90-day leave, beginning April 1, to permit a South American concert tour. The musician has two children.

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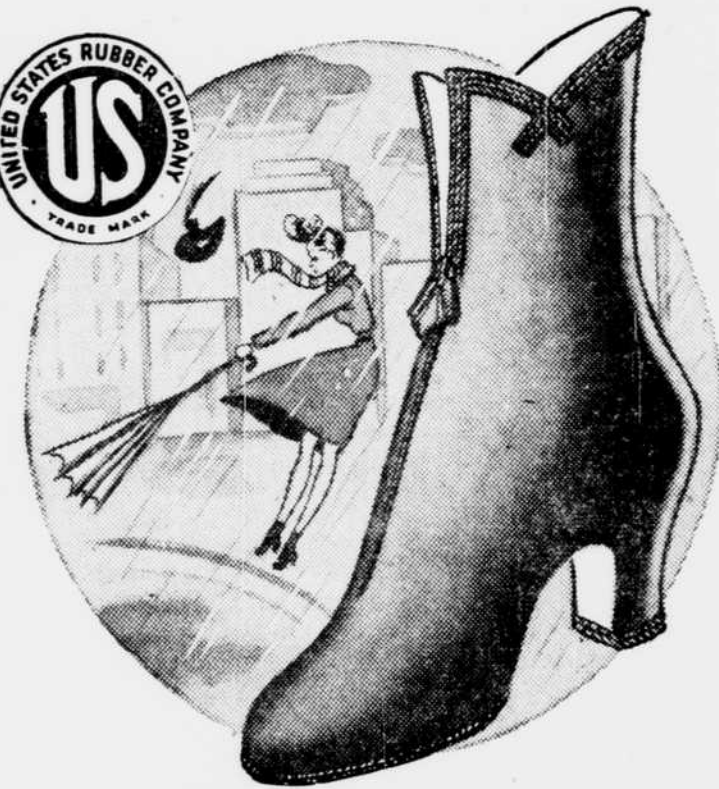
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